

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Secretary Sunne Wright McPeak
Business, Transportation & Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Secretary Allan C. Lloyd
California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

Subject: Draft Goods Movement Action Plan, dated 2-17-06

Dear Secretaries McPeak and Lloyd:

The Administration's Draft Goods Movement Action Plan takes an important first step in identifying improvements that will facilitate the movement of freight in the State. The link between the movement of goods and the economy has been clear, but a comprehensive list of specific recommendations has been lacking prior to this Plan.

While the draft Plan identifies several important projects in Alameda County, I would like to offer several additional projects that are critical to free flow of freight. These projects fit into a comprehensive goods movement corridor concept our agency has begun to develop. The attached two-page document describes the importance of the I-880/I-238/I-580 corridor to goods movement and provides a comprehensive list of potential improvements. At one end of the corridor is the Port of Oakland, the fourth largest container port in the U.S. The Port generates 44,000 jobs and over \$7 billion in economic impact. At the other end of the corridor is the vast central valley of California, with a growing population at the heart of the State's agricultural business. This corridor experiences a total of 17,730 hours of delay per day or approximately 25% of the total delay in the East Bay counties of Alameda and Contra Costa. These freeways experience the highest level of truck traffic in the Bay Region. I-580 in the Livermore Valley is the second most congested corridor in the Bay Area.

In particular, I would like to call your attention to three important projects within this goods movement corridor.

- First, the I-580/I-680 interchange is a critical bottleneck on I-580 in the Livermore Valley and hampers efficient goods movement. Without improvements at this key juncture, the westbound truck-climbing lane proposed in the Plan will not achieve its full benefit. What good will it do for trucks to speed over the Altamont Pass only to sit in congestion on I-580 in the Livermore Valley.

- ❑ Second, I-238 is a bottleneck for trucks throughout the day. This short freeway link between I-580 and I-880 again hampers efficient movement of freight. Caltrans has proposed truck bypass lanes for this freeway.
- ❑ Lastly, Caltrans has identified several bottlenecks on I-880 as part of a new operational study. One of these bottlenecks is within the boundaries of our goods movement corridor between 23rd and 29th Avenues in Oakland. The investigation reports that trucks slow at this point due to low over-crossings. Caltrans has not identified specific improvements as yet, but rebuilding interchanges in an urban environment is rarely inexpensive.

These projects are potentially large in scale and are likely beyond the capacity of Alameda County to fund on its own. We believe there is a strong State interest in these three projects, because they impact a major farm to market and port corridor.

We hope the team working on the goods movement issue will consider these projects. If we can be of any assistance, please contact me.

Sincerely,



Dennis R. Fay
Executive Director

cc Will Kempton, Caltrans Director
Bijan Sartipi, Director, Caltrans District 4
John Barna, Executive Director, California Transportation Commission
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Jack Broadbent, Air Pollution Control Officer, Bay Area Air Quality Management District
Bruce Kern, Executive Director, Economic Development Alliance for Business
Christine Monsen, Executive Director, Alameda County Transportation Improvement Authority
Steve Wallauch, Lynn Suter & Associates

file California Goods Movement Action Plan

Goods Movement Improvements in the I-880 / I-238 / I-580 Corridor



Port of Oakland cranes move approximately 1.2 M containers per year

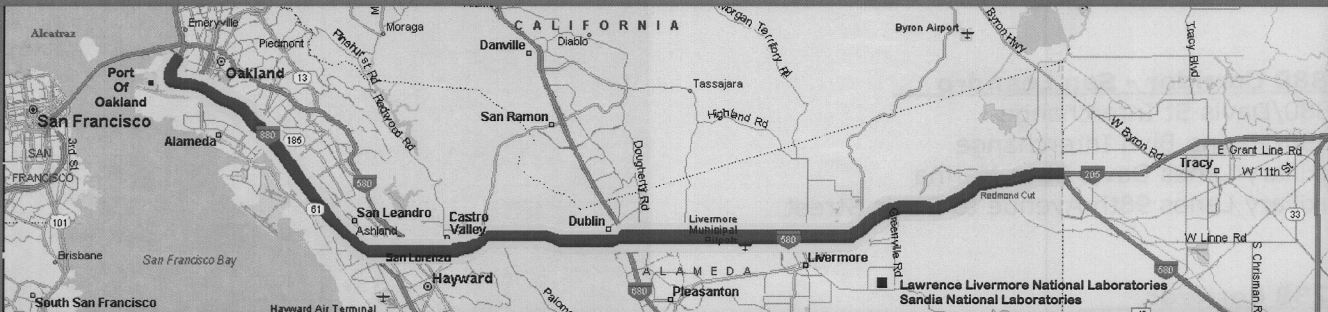


2nd most congested freeway in the Bay Region



I-238 experiences congestion through out the day

The movement of goods affects us all whether it's the impact of trucks on our freeways or when we buy something that arrived at the retail store by truck. The I-880/I-238/I-580 corridor is arguably the most significant freight corridor in the Bay Area. It provides access from farms and warehouses in the Central Valley to Bay Area markets. It provides access to the Port of Oakland, the 4th largest container port in the US. Thousands of jobs depend on this corridor flowing freely.



- Oakland is the fourth- largest container port in the U.S.
- 1.2 million containers handled per year. Projected to grow by nearly three times by 2030.
- Over 44,000 jobs generated by Port activity; over \$7 billion in economic impact.
- Traffic traversing the I-880/ I-238/ I-580 corridor experiences a total of 17,730 hours of delay per day, approximately 25% of total delay in the entire East Bay.
- I-580 in the Livermore Valley is the 2nd most congested freeway in the Bay Region.
- Trucks represent 11% of the daily traffic on I-880 in Oakland. Each truck has an impact on congestion equal to three automobiles.
- I-238 experiences congestion through out the day.



I-880

Alameda County Congestion Management Agency
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Goods Movement Improvements in the I-880 / I-238 / I-580 Corridor



Trucks constitute 11% of I-880 traffic



One truck equals 3 cars



I-880/I-238/I-580 corridor experiences a total of 17,730 hours of delay per day

The following preliminary list of improvements totals over \$1 billion.

I-880 Corridor - Oakland

Ramp Reconfigurations, auxiliary lanes, and other operational improvements between Downtown and the Coliseum

I-880 42nd Ave & High St Interchange Improvements

I-880 Broadway/Jackson Interchange Improvements

7th St/UPRR Grade Separation, Port of Oakland

Air Cargo Access Road, Oakland Airport

I-880 Corridor - San Leandro

I-880/Davis St Interchange

I-880/Marina Blvd Interchange

Auxiliary Lanes Davis St to Marina

Auxiliary Lanes 98th Avenue to Davis Street

I-238 Corridor

Truck Bypass Lanes

Widening to six lanes (construction to begin spring 2006)

I-580 Corridor - Central County

Interchange Improvements in Castro Valley

Traffic Management Systems Ramp Metering,

Dublin to I-880

I-580 Corridor - Livermore Valley

I-580/I-680 Interchange direct connections

Westbound I-580 HOV lane including auxiliary lanes.

Truck climbing lanes at Altamont Pass

Traffic Management Systems Ramp Metering, San Joaquin Co line to Dublin



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